Det. Bel Isle & Windsor Ferry Co. 68

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 45. CLEVELAND, O., NOVEMBER 8 1888. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Currently reported that Duluth grain shippers are looking for tonnage here.

The steamer Corsica was run into the drydock as soon as the Erie Belle came out.

The propeller Fayette Brown, Captain H. Bassett, ore laden, arrived here Tuesday evening and expects to leave again to-night.

The propeller Clyde which left Buffalo las Thursday lost her rudder beyond Lonand put in here for par.

The schooner H. C. Richards is being stripped and will lay up here for the winter.

The steamer H. J. Johnson made the run from Cleveland to Ashland in three days and seven hours, which is a remarkably quick voyage at this season of the year.

Mr. L. Brooks, and others will build a new fishboat, seventy feet long, the River bed in this winter. She is to have a compound engine, high pressure cylinder 11x14, and low pressure cylinder 20x14 to be built by Cluff Witt & Co. Her boilers are to be of the Scotch type.

The survey of the schooner Erie Belle completed, and the total damages by her going ashore near Ashtabula is placed at $4,142. Her repairs to the light water line have been completed and she was towed out of drydock Tuesday evening. Her complete repairs will be finished up outside the dock

A meeting of the Vessel Owners' Association was held Friday in the office of Mr. M. A. Bradley. It was called to consider the advisability of advancing wages. A decision was reached to advance the pay of mates on sail vessels $5 per month, and of sailors on sail vessels, including cooks, fifty cents per day. The pay of men on steam vessels, watchmen, wheelmen, firemen, etc., was advanced twenty-five cents per day. All, it is understood, will go into effect at once.

The tug Tom Maytham was damaged to the extent of $300 by fire Sunday evening, and was only saved from total destruction by the timely arrival of the fireboat. The fire occurred at 9 o'clock, p. m. while the tug was moored at the Front street dock, and started from some unknown cause. The tug was built in Buffalo in 1880, and belonged to the Vessel Owners' Line. Insurance amounting to $3,000, fully covers the loss. Messrs. Lowgie & Collins are the owners of the tug. The machinery was uninjured.

Some time ago the daily morning weather report was discontinued at Cleveland and the maps were sent on here from Buffalo, but they arrived too late, of course, to be of any benefit. Members of the Cleveland vessel owner's association and merchants generally forwarded a petition to Washington last week explaining the uselessness of a weather report by mail from Buffalo and Mr. B. L. Pennington, secretary of the vessel owners' association, received a letter from Chief Signal Officer Greely saying th a there would be a resumption of the morning weather report. The chief signal officer adds that he will take as a favor any suggestions whereby the service can better subserve local interests.

The Cleveland dry dock has had the schooner May Richards in to stop al ake and had butts calked; the propeller Progress had butts calked, and her bottom searched up, fifty feet new keel, and two pieces of garboard strake; the schooner Alva Bradley a leak stopped; the schooner Erie Belle had bottom calked. The tug Geo. B Dickson, of Fairport, got a new shoe, and slight repairs; the schooner Annie M. Ash had a leak stopped, and some new plank. The propeller Corsica is now in, and will have extensive repairs done to her bottom. The electric light has been connected, and a night gang will be kept at work on her until repairs are completed. This vessel must have had a considerable rub, as the massive steel plates and frames are stove in and bent for a distance of about forty feet on her starboard side.

The Globe Iron Works Co. deserve great credit for their excellent disp ay in the Trade's procession, last Saturday. We were agreeably surprised to hear the shrill whist e of the mounted steam launch, tooting a toot on Superior street. Several of our marine friends remarking that it was an eye opener to the land-lubbers, for our own part we consider the 700 men in line, and the various branches of the work represented, as making one of the finest poin s in the whole procession, not forgetting Mr. Hambleton's boiler corps.

John Thomson, the machinist was also well represented, as with George Sials' Son Basset, Presley and Train had quite a large exhibit.

Our other patrons, Messrs. Upson, Walton & Co. and J. W. Grover & Son, shipchandlers, made a fine showing with their marine merchandise.

PORT HURON, MICH.

Special to the Marine Record.

Black River at Port Huron is a dangerous place for vessels to go. As the barge Grace Amelia was on her way to the Sulphite Fibre Works with a load of pulp wood, she struck a sunken tree and stove a large hole in her bow below the water line. She immediately filled with water. Ed. J. Kendall, the Marine reporter, furnished a wrecking outfit, and now she is in a fair way to be raised at once The matter of dredging this river should be looked to at once, because it seriously impedes navigation. Vessels of deep draft cannot get up to the fibre works at all.

The steamer New Orleans ran hard aground on the middle ground opposite the G. T. R. elevator at this port early Monday morning. She had to be lightered off.

The steamer Don M. Dickinson arrived here with a steam pump for the disabled Corsica, which was sunk here at Port Huron. When the pump arrived it was found that the Corsica had not any pump well and the men had to chop a hole through her iron deck, which was an inch thick. Before they could use the pump, she was taken below the city and lightered and pumped out and was started for her port of destination.

The propeller Toledo broke her air pump connections last Sunday night when on Lake Huron. She was brought here for repairs.

The A. J. Wright is here for repairs. She has been four days waiting for her new shaft.

The steamship Thomas W. Palmer, towing the schooner David Vance, bound down, collided with the schooners Mary and Philo Scoville lying at anchor, Saturday morning. The Mary lost her foremast, railing, stanchions, and some frames forward. The Scoville lost her bowsprit, jibboom, railing, and stanchions forward. The Vance lost some headgear and railing. The Mary and Scoville are here for repairs. The damages to the Scoville will reach $300. K.

RACINE.

The schooner Wollin, bound for Kenosha while attempting to make thi- port for shelter, struck a sand bar and had a hole stove in her bottom. Pumps had to be set to work to keep her from waterlogging, and the life saving crew finally managed to get a jacket around her. She was then towed up the river. It is claimed the boat only drew six feet of water.

KINGSTON.

The schooner Watertown has gone into winter quarters at Portsmouth. The Cornwall canal bank settled Friday night over two feet. A crack was discovered in the bank where the old break occured. The propellers Celtic, Cuba, Michigan, Ontario, Canada, Tilley, and Dominion. and chooners Benson, Neelson, Merritt, and Augusta, are all waiting to discharge their cargoes.

FAIRPORT.

With the assistance of a steam pump, a lighter, and two tugs the stranded schooner Swallow was brought into port.

KINGSTON.

It took $13,000 to pay the man engaged in repairing the break in the Cornwall canal.

The schooner Watertown has gone into winter quarters here.

CHICAGO.

The schooner Pewaukee arrived Monday morning from Detroit in tow of the tug Wilcox. She was leaking considerable. She had extra men aboard but no steampump. Fifty-five hundred bushels of wheat was taken out dry. The balance, 35,000 bushels, was sold at Detroit to T. J Henry of Buffalo. This wheat will not run and cannot be elevated. The cost of taking it out of the boat will be considerable and there was a wrangle at last accounts as to who should pay for this work. The vessel has a small hole under her starboard bottom, forward She will be repaired here. Captain Dunham, her owner is here

Captain Robert Brown, formerly of the tug Prindiville, has been given command of the tug Mary McLane. Vice Captain Mike Driscoll, resigned.

Captain Mike Driscoll has purchased a one half interest in the tug John Torrent and will run her in conjunction with Captain David Dall's tug D. L. Babcock, Captain Dahlke's tug Mayflower, Captain Napier's tug Allen, forming an independent line of tugs at this port.

Judge Blodgett decided the case of the propeller Buckeye Monday, which was argued some weeks ago. He held the marine insurance companies liable for $11,000 and the fire insurance for $7,000 of the loss, the total value of the boat. The case was peculiar. The Buckeye went on Grand Manitou Island, and before she was gotten off took fire and burned. She was insured for $15,000 for marine risks and $12,000 for fire. The marine insurance companies held they were only liable for the damage she had received up to the time of burning—some $6,000—while the fire companies held she burned because of being wrecked. It was the latter view that the court took. An appeal was taken by the marine insurance people.

The Illinois and Michigan canal will be officially closed for navigation from Bridgeport to La Salle, Thursday, November 15 next, at midnight. After that date boats will be allowed to run as long as the weather permits, at owners' risk of being frozen in.

At a largely attended meeting of the seaman's union, held Tuesday night at number 99 West Randolph street, a motion was unanimously passed increasing the wages for the remainder of the season from $2,50 to $3 a day. A similar advance has been made for several years past. The men justify it upon the plea that the work is more risky and arduous, and also upon the fact that freight rates are proportionately increased.

The Goodrich Transportation Company will to-morrow discontinue the steamer on the Grand Haven and Muskegon route. The season on this route will close with the leaving of the regular boat at 7 o'clock to-night. General Passenger Agent Singleton says that the steamers to the west shore of Lake Michigan will continue.

The fine new steamship Wm. B. Morley loaded 86,000 bushels of corn for Buffalo last Friday. She is a splendid built wooden steamship by Wm. B. Morley of Marine City, who she is named after, and everything about her is as good and perfect as wood and iron can make her. She is 294 feet long between perpendiculars, 42 feet beam, 22 feet depth of hold, her triple compound engine 19 and 30 and 52 by 40, and two scotch type boilers 10½ by 12 each, were built by the Detroit Drydock Engine Works. She has the Cleveland Shipbuilding Co 's steam steerer, the American WindlassCo.'s steam windlasses and capstans. She is commanded by Captain Joseph Coderill, C. Woodruff is first mate, John Atweil second mate, Thomas Dripdale is first engineer. Andrew Manson second engineer

At the Chicago Drydock Co.'s the schooner Lottie Wolf was in dock and had her bottom calked. The tug Brothers to have leaks stopped, the schooner St. Taber received a new jibboom, repairs were done on the barges Maud Preston and S. C. Pomeroy, propeller Lansing and schooners J. B. Wilbur and Alice.

In an interview with F. E. Van Alstine late steward of the schooner Reed Case, I learned the paticulars of the loss of the schooner and her captain. He speaks very highly of the services rendered by the Portage ship canal life saving crew, who went to the schooner in a fearful gale when she was lying about half a mile off the beach and about five miles northeast of the life saving station on Friday, the 19th October. The steward was taken on board the life boat by order of the captain who instructed him to go to Houghton and procure a tug to tow in the schooner to a place of safety. When taking the steward to the shore the life boat had her bottom stove in and badly damaged on the rocks, whilst getting through the breakers which rendered her entirely useless. The steward walked to Red Jacket about five miles distant from the shore, and got a rig which took him to Houghton some 13 miles off, he arrived there at 2:30 p. m. and went to Joe Croze tug office and obtained the tug Maytham which took him as far as the canal, arriving at 11 p. m., when the captain of the tug refused to go to the wreck as the sea was too rough. The steward then walked to opposite the schooner and walked the beach until daylight and seeing that the schooner was waterlogged and on her beam ends and in danger of rolling over, he went back to the canal for the tug, but her captain again refused to go to the schooner, although the weather had moderated so that he could have gone without running much risk, and the steward is of the opinion that no Chicago tug would have refused to go under the same circumstances. The steward then went back to where the vessel was laying off the beach and about noon he saw the captain with two men attempt to gain the shore in the yawl which brouched too and capsized when about ¼ of a mile from the shore, they all clung to her and managed to right her and they got into her, but when about 500 feet from the shore she capsized again, the captain was washed away but the two sailors clung to her thwarts and were rescued by the life saving crew who ran into the water up to their waists and brought them to land. The two men were senseless and nearly dead, and the life saving crew took them to a fire which they had made in the woods close by, and pulled off their wet clothes and rubbed them and brought them back to life and supplied them with dry clothes. The life boat of the life saving crew having been stove in and disabled, they had to bring their surf boat through the woods to the scene of the wreck, and they went to the schooner and rescued the mate and three men who remained on board the schooner. The mate and steward then went to Houghton to get a tug Maythem to tow the Reed Case into the canal, arriving there about 7 p. m. but met with refusal. The schooner rolled over about midnight Saturday. The life saving crew took the crew along to the life saving station and cared for them and treated them with every kindness. Steward Van Alstine is of the opinion that the captains life and schoner could have been saved, but for the cowardice of the captain of the Maythem, and he speaks in the highest praise of the noble work done by the life sav crew.

The fine steamship Gladstone, arrived here for the first time on Tuesday, with 2050 tons of coal from Buffalo. She was built by Wm. Radcliffe of Cleveland for M. A. Bradley and others and came out last May. She is 302 feet over all 41 feet beam 24 feet depth of hold. Her engine, built by S. Hodge & Co., Detroit, is a triple expansion 20½, 32, and 54 by 42 stroke and Scotch type boilers 11½ by 12 feet each were built by the Lake Erie Boiler Works, Buffalo and she has engineer Tyler's water purifier connected to her boilers. The captain's cabins are fitted out with great taste and the other officer's cabins and departments are very comfortably and conveniently furnished. She went up the South Branch of the river to Magazine slip to unload her cargo at the Silver Creek and Morris company's dock but her great length prevents her from getting into the slip. Captain Henry Stone is commanding her, Sam Gould is first mate Tom Flint second mate W. W. Tyler chief engineer Thos. Walker assistant engineer. Engineer Tyler speaks in great praise of her engine and boilers which he says have proven a perfect success.

At Miller Brothers' Shipyard the Canadian schooner Keewatin was in dock for repairs to her bottom, the tug Brockway to have a leak stopped, the schooner Barbarian received a new mast.

The steambarge M. B. Covell bound to this port with lumber went ashore early Saturday morning near the marine hospital, the United States steamer Andy Johnson and two of J. S. Dunham's tugs succeeded in releasing her and she arrived here a few hours later without having sustained any damage.

The steamship F. L. Vance, which lightered 150 tons of coal before attempting to go to unload up the South branch, got stuck in the draw of the Alton railroad bridge near thirty-first street, Monday morning. Two steambarges, two tugs and two locomotive engines pulled on her but could not release her up to this time, Wednesday afternoon. She still stuck in the draw which is too narrow for her to go through.

Early Saturday morning the steamer Mary B. Cavall ran ashore four miles north of Chicago, but sustained no damage. She was pulled off by the revenue steamer Andrew Johnson, aided by two tugs.

The Lehigh Valley Line is understood to be figuring for dock and warehouse room on the lake front at Chicago.

A novel method of driving machinery by ammonia vapor, which, it is claimed, will revolutionize marine engineering, is to be tried in a few days on the Red Star tug Hercules, which is now being prepared for the experiment, says the Philadelphia Record. It is claimed that there will be a saving of 50 per cent in coal, and no oil will be required, the ammonia being its own lubricator. The ammonia is forced with the water into the boiler and driven out of the water at a comparatively low temperature, and then heated in a steam-box known as a superheater, where it expands and enters the cylinders with great force. After leaving the cylinders it is again forced into the boilers and reabsorbed by the water. But a few barrels of the ordinary ammonia will be required to run a large engine. The trial is looked upon with great interest, as it is claimed that the system can be applied to larger vessels.

The propeller F. L. Vance, coal laden, has been aground at the Alton bridge since Monday morning. She was lightered of 150 tons before proceeding down the south branch, and yet stuck. There are a dozen or more vessels hemmed in by the big boat unable to get in or out of the creek. Among them are the J. W. Westcott, Ida, City of Grand Haven, Keweenaw, Holland and consorts, J. E. Potts, M. T. Greene, Gray Oak, Swallow, Thomas Smith, and Nellie Torrent All these vessels are losing money by being thus prematurely crowded into winter quarters, and several damage suits are threatened.

WILLIAMS.

TOLEDO.

Special to the Marine Record.

The schooner K. Halloran has been stripped and laid up in the salt shed slip near No. 5.

The tug Fannie Tuthill will receive a thorough rebuild on the docks formerly occupied by Curtiss and Brainard. The work is being down by Cardnal and Skain.

The steambarge Oscar Townsend will be rebuilt in Gilmore's drydock this winter.

The tug Lizzie was damaged by fire Monday evening to the amount $150.

The section of the straight channel from Presque Isle to the inside black can has been completed.

Lake Superior shipments from this por are ended for this season.

The tug Farragut has gone to Huron to tow fish boats. K.

PORT ELGIN.

After dragging her anchor the schooner L. Seaton went ashore at this port. She was badly damaged by going on the breakwater.

SAULT STE MARIE.

The steambarge Ballentine, bound down with ore from Marquette, is hard aground in Waiska Bay. A tug has left here for her assistance. The Ballentine's consort, the Ironton, is all right.

FORE AND AFT.

The propeller Rube Richards went in dry-dock at Buffalo.

The schooner Jessie Breck went into winter quarters Tuesday.

The schooner Marietta of Racine will be lengthened twenty feet at Holland.

The tug Amethyst was burned at Duluth the other night and damaged $2,500.

The seamen's union voted an increase in wages from $2,50 to $3 per day at a meeting held tonight.

The schooner Groton was towed into Ashtabula Saturday with foremast and bowsprit carried away.

The propeller New Orleans stranded on Port Huron middle ground Monday and was lightered off.

James Corrigan is said to be figuring to purchase the new steamer William B. Morley, now at Chicago.

The small steamer Volunteer struck a pile near Ludington and was run ashore with prospect of going to pieces.

The steambarge Bessie arrived at Port Huron with a large hole in her bow, made by collision in Lake St. Clair.

The Port Huron ferry steamer Dormer has been condemned. She is to be rebuilt and is to receive a new steel boiler.

The schooner Golden Fleece, aground near Fayette, was soon got afloat by the tug Delta. No damage was done to the vessel.

The Sault canal traffic for September last exceeded that of the same month in 1887 by 206,335 tons of freight, or about thirty-five per cent.

The schooners S. L. Watson and J. S. Richards had their canvas badly torn in the storm of Thursday night last on Lake Michigan.

The tug Amethyst burned at Duluth Thursday night. She was owned by Cooly, Lavaque & Co., valued at $2,500 and insured for $2,150.

The steamer Rust and consort Butts were delayed by grounding several times at Milwaukee Friday. The Butts drew fourteen feet and six inches of water.

Steambarge Algonquin, bound down loaded with wheat went aground on a sand bank below Point aux Pines. Tugs are working at her.

The Lake Superior iron works at Hancock, Mich., owned by Hodge & Sons, were totally destroyed by fire Saturday. The loss is $20,000 to $25,000.

The body of Captain Green late of the Reed Case, was interred; also Captain Kennedy, who fell dead on the deck of the J. M. Hutchinson at, Chicago.

The body of Marine Reporter Stimpson drowned at the Straits, has not yet been recovered and his widow asks vessel men sailing that way to watch for it.

The steambarge H. Pickands, stranded on Fox Point reef, threw over 100,000 feet of lumber and was released by the tug Merrill. The Pickands bottom was damaged.

Monday it was announced that the Cornwall canal, which was to be opened this week, had again given out. The general impression is that navigation cannot be resumed this year.

The tug Wheeler with scow loaded with stone in tow, when making this harbor in the gale Saturday night, lost the scow, and the sea carried it around the pier, where it sunk and went to pieces.

Captain W. Dandy, who will sail the Queen of the Lakes' says that she will be launched at Deseronto on Wednesday, and that she is now one of the best vessels in Canada. The Queen will do some work this fall.

The steamer Susquehanna was again placed in Wolf & Davidson's drydock at Milwaukee Saturday. A shoe, rudder and sternpost were shipped from Buffalo and it will take about ten days to complete her repairs.

The steambarge, released by the Leviathan, lies at Duncan City. She will be patched up and taken to Buffalo. Her bottom is badly broken, but otherwise she appears to be in fair shape. Her cargo of corn is ruined.

The schooner Sage is at Detroit. A patch has been placed over the hole which she received in collision with the Lansing and one pump keeps her free. The Dickinson lightered 300 tons of the Sage's cargo before floating her.

Lumber cargoes are getting scarce; in fact there are practically none on the river for Ohio ports and but a few for Buffalo and Tonawanda. It is safe to predict that many lumber carriers will go into winter quarters at an early day.

The schooner Pensaukee was the property of J. S. Dunham, of Chicago. She was built in 1867, and five years ago was rebuilt She was loaded with 36,000 bushels of wheat for Buffalo. Both vessel and cargo are amply insured. She was valued at $25,000 and rated A 2 in Lloyd's.

The story comes from Chicago that Captain John Kennedy, who lately died on board his vessel, the J. M. Hutchinson, and supposed to be single, had been married to a Chicago girl, from whom he separated after vainly trying to maintain a home with her in Texas, where he has a brother.

John Englis, one of the oldest and best known shipbuilders in America, died at Brooklyn Sunday, aged 80 years. Mr. Englis built his first steamer on Lake Erie. After removing to New York he built the gunboat Unadilla, also the steamers St. John, Dean Richmond, Drew, Newport, Old Colony, Grand Republic, and Columbia. He died a millionaire.

The grain jettisoned from the M. M. Drake on Gray's reef, forms an island four feet high. Small boats go alongside and the grain is shoveled into them. The beachcombers come for miles around to pick it up.

The captain of the propeller Ranney, at Detroit reports that in coming out of Toledo he grounded abreast of the can buoy and had to lighter off. He says that the buoy has been dropped out of its proper position and is now about in the middle of the channel. Masters of vessels should be careful in passing there until the buoy is put back in its proper place.

Captain McCrimmon, of the schooner Two Brothers, relates that as he was sailing a few days ago he saw the main boom of the schooner Blanche, which was lost with all hands on board early this summer, sticking up about eight or ten feet out of the water, some five or six miles south of the Scotch Bonnet or better known as Gull Island lighthouse.

Work on the Verte Island brown sandstone quarry has been closed down for this year. In conversation with a representative of this paper, General McArthur said that his company had a fairly prosperous season, having shipped no less than seven cargoes of their famous building stone to Cleveland and Chicago. Next year his company anticipates doing a largely increased trade with these and other American cities, and it is an assured fact that as this stone becomes better known the demand for it steadily increases.

Attempts to release the schooner Reed Case have been unsuccessful. She has been abandoned to the insurance companies. She lies a quarter of a mile from the entrance to the Portage Lake canal in fifteen feet of water. Her foremast and stern are gone, and she is still on her side, all efforts to right her having resulted only in pulling her to pieces. Captain Murry will save for the insurance companies what is left of the wreck. She was insured with Smith & Davis of Buffalo for $5,600. C. J. Magil of Chicago owned a three-fourths interest and Captain Green her master, who was drowned owned the other quarter interest.

LOOK OUT.

A large steamboat is sailing in free route, in broad daylight, in open water, with plenty of sea room all round. Farther off is a steam yacht, also under way. There is no reason—but one—why these vessels should not pass each other without trouble, and if any one had gone into the pilot house and asked the wheelman if he saw the other ship, and thought he could avoid her, there would have been some fervent remarks. Yet what happened? The steam yacht ran full tilt into the big steamer, and went to the bottom in ninety feet of water. Was it done intentionally? Certainly not. No man, be he ever so reckless, would run the chance of drowning himself without provocation. What caused this particular disaster? Carelessness; that is all, pure and simple. Some one "got rattled," as the expression is, with the result above shown.

Carelessness is the one element of human weakness that can never be eliminated, and the very best men are liable to be overtaken at some time or another. A man is only human, and humanity is weak; the one time that it fails is the very time that brings death and ruin all around. Instances innumerable can be cited, and we can recall some in our career, where the momentary benumbing of the faculties, which was retrieved later before any damage was done, might have stopped the machinery which drives this pen, and a great many others beside.

It is idle for men to say they are never careless, for all men are at some time, and they may go forty years without disaster and achieve wholesale ruin at the end of it.

The motto of engineers, above all other professions, should be—look out! Assuredly no other calling has so many perils besetting it. Carelessness about steam machinery entails the most terrible results, and we can only hope that all may be preserved from a lapse of memory, or want of precaution, through which they may be charged with carelessness.—The Engineer, New York.

STRENGTH OF ROPES.

A test of the average tensile strength of ropes was recently made in Paris, with the following result; the length of specimens for testing was 13 feet:

	Lbs. per sq. inch.
White hemp	10,500 to 11,200
Tarred hemp	7,700 to 8,400
White manilla	9,800 to 10,600
White aloes	5,600 to 7,000
Flat tarred hemp or manilla	7,800 to 8,400

A rope of unannealed wire has an ultimate tensile strength of about 55,000 pounds per square inch of section of metal; when annealed the ultimate strength is reduced to about 45,000 pounds, but the elongation is nearly double, being 12 to 16 per cent in annealed wire. The best wire ropes for mining purposes have a much higher tensile strength. The tensile strength of a wet rope is only one-third that of the same rope when dry, and a rope saturated with soap or grease is still weaker.—*Ohio Valley Manufacturer.*

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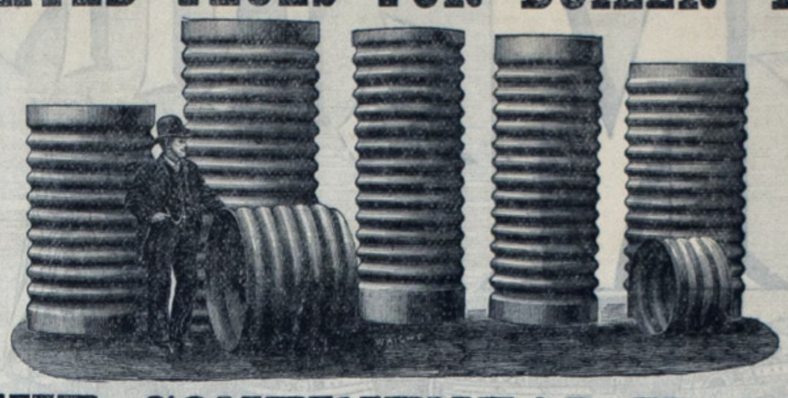

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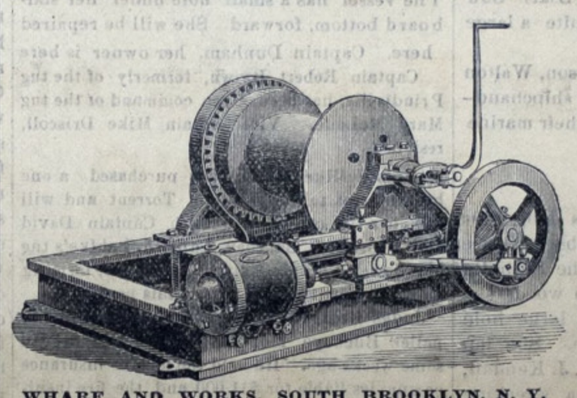

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THE NATURALIZATION OF FOREIGN SEAMEN.

The following is the statute governing the naturalization of foreign seamen.

Every seaman being a foreigner, who declares his intention of becoming a citizen of the United States in any competent court, and shall have served three years on board of a merchant vessel of the United States subsequently to the date of such declaration, may on his application to any competent court, and the production of this certificate of discharge and good conduct during that time, together with the certificate of his declaration of intention to become a citizen, be admitted a citizen of the United States; and every seaman, being a foreigner, shall after his declaration of intention to become a citizen of the United States, and after having served such three years be deemed a citizen of the United States for the purpose of manning and serving on board any merchant vessel of the United States, anything to the contrary in any act of congress notwithstanding.

Upon complying strictly with the requirements of this law, a foreign seaman becomes a citizen of this country. The law does not require him, however, to keep his family in this country during his services. Good American mariners should see that none of their shipmates of foreign birth, who have not complied with this law, "get under the tent," or sail under false colors. If they desire to enjoy the benefits of an American sailor, let them be American citizens.

CHICAGO RIVER.

So long as the big steamboats lying in the river will violate the ordinance prohibiting the working of propeller wheels in the river so long will accidents continue. It was a positive wonder that the recent crash at Randolph street was not attended with loss of life.

The propeller, New York, of the Union Steamboat Company, was loading at Washington street. Her nose was pointed to the south, while at the other extreme of the vessel her big screw was whirling about at a rapid gait, straining her heavy hawsers to their utmost tension and creating a current which could be felt at the forks below Lake street. The V. O. T. Major Ferry, with the schooner Bertie Calkins in tow, came through Madison street bound out. Naturally enough as soon as the schooner got within play of the current from the New York's wheel the tug could no longer handle her. The schooner was carried away beyond all control of the Ferry, and down upon Randolph street bridge she darted Head on, and with a momentum which might have carried her a mile, she crashed into the west abutment. The approach was crowded with men, women and children, and but for the timely cry of warning from a levelheaded bridge-tender, there would have been many broken legs and mained bodies. The abutment for twenty feet, including the electric light posts, was torn up and scattered to the wind. The schooner's damage was slight.—*Inter Ocean.*

NAVAL RESERVE.

The Duluth chamber of commerce devotes its attention chiefly to naval reserve for lakes and ocean. At the regular meeting of the chamber of commerce the committee on membership reported that the various subcommittees stated new members received. Regarding a naval reserve, secretary Phelps reported resolutions which were adopted. Discussions were had on the question, and it was shown that a reserve formed on the plan proposed in congress, would not only be of great benefit to the country at large but would, incidentally, be of great help to Duluth in many ways. The resolution was as follows: Whereas a proposition has been favorably received by commercial bodies to organize a naval reserve for the United States, to be composed of officers in the United States navy, yachtsmen and watermen generally, and of vessels built with referance to their use in time of war as auxiliary to the regular navy, and whereas the naval committee of the house of representatives has unanimously passed a a bill providing for the naval reserve, this chamber approves the measure and the naval reserve bill and urges its early consideration by congress at its approaching session.

LITERARY NOTICES.

Atlantic Monthly.—There is uncommon fascination in the brilliant novel entitled "Passe Rose," by Arthur Shurburne Hardy, a fresh instalment of which appears in the Atlantic Monthly for November. This story furnishes abundant proof that Hardy's remarkable power as a writer of fiction was not exhausted in his earlier works. "Passe Rose" is as weird and strange a story as one could name, yet it is as readable as "The House of the Seven Gables" described by Hawthorne himself as "a legend, prolonging itself from an epoch now gray in the distance, down into own broad daylight." A November Chronicle, by Bradford Torrey, does not deal with the presidential contest, but describes in a charming way the possibilities of an outdoor excursion at this season of the year. Ellen Terry Johnson contributes an article on The After-Suppers of the King, illustrating the difficult task of the ladies who sought to amuse such an unamusable monarch as Louis XIV. Much of the genuine value of the Atlantic lies in the terse, clean cut, and vigorous articles on American history by John Fisk, the latest of which is entitled "The Eve of Independence," published by Houghton, Mifflin & Co., Boston.

Harper's Magazine.—The frontispiece of Harper's for November is a sketch drawn by E. A. Abbey to accompany the "Old Song" with which this number opens. It is called "Why canst thou not as others do?" "The Lower St. Lawrence" is the title of the first article in the first winter number of the Harper's. C. H. Farnham, the author, is thoroughly familiar with that region, and his descriptions and anecdotes, together with many excellent illustrations, will give the reader an adequate notion of this wild region of America.

Elk hunting in the Rocky Mountains contains the views of G. O. Shields about this famous sport, together with accounts of several incidents of the chase after elks. The illustrations are two full pages and several half pages.

Boats on the Tagus by Tristram Ellis, describes the picutresque craft that dot the waters of this Portugese river and harbor, They are not built after the best yachting models, but they answer admirably the purpose for which they were designed. The illustrations are of the best.

The fiction in the number comprises the closing chapters of William Black's "In Far Lockaber" and William D. Howell's "Annie Kilburn," both of which end pleasantly. "A Pink Villa" is an illustrated story by Miss Woolson, and ranks with the best of her short stories. The editorial department of Harper's Magazine for November contains much attractive matter. George William Curtis, in the Easy Chair, writes about social topics, praises the old-fashioned, appreciates the new, and comments on the Newport of yesterday and today.

The Century.—The October Century closes the 36th volume and 18th year of that periodical. The frontispiece is a portrait of the late Emma Lazarus, the Jewish poet of New York; and in the body of the magazine appears a sympathetic study of the genuis and personality of this interesting woman. The opening illustrated article of the number is a paper by Richard Jefferies, on "An English Deer-Park," with illustration by Alfred Parsons and Bryan Hook. Theodore Roosevelt closes his ranch series with an anecdotal paper on "Frontier Types," the text being expanded by a number of Remington's studies of western character and incidents. Another illustrated article is on "American Machine Cannon and Dynamite Guns." But to most readers the most interesting and important illustrated article of the number will doubtless be George Kennan's description of "The Tomsk Forwarding Prison," in his series on the Siberian Exile System. This instalment of the Lincoln series is on "Plans of Campaign," and is a full and authoritive statement of Lincoln's reason for interference in the conduct of the war, in the early days of the McClellen regime. All readers who are interested either in the regular army or the militia will be especially attracted by a timely series of papers in this month's Century on "Our Military System."

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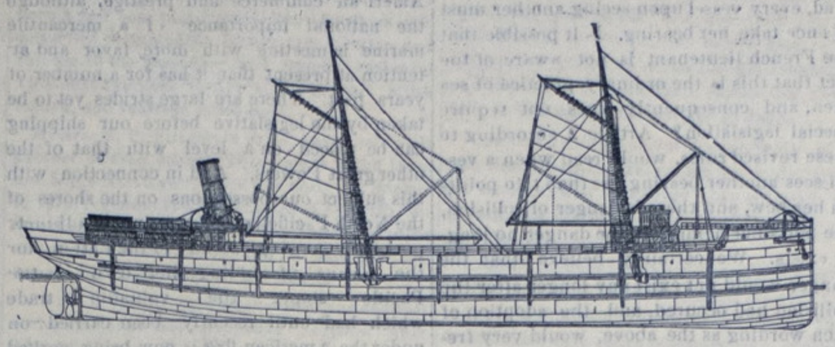

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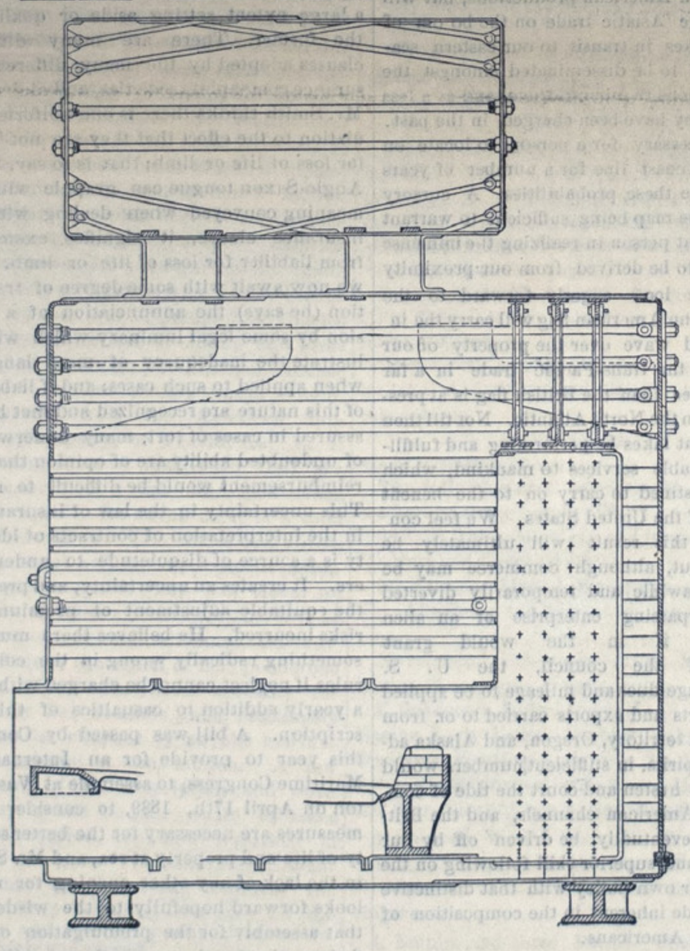

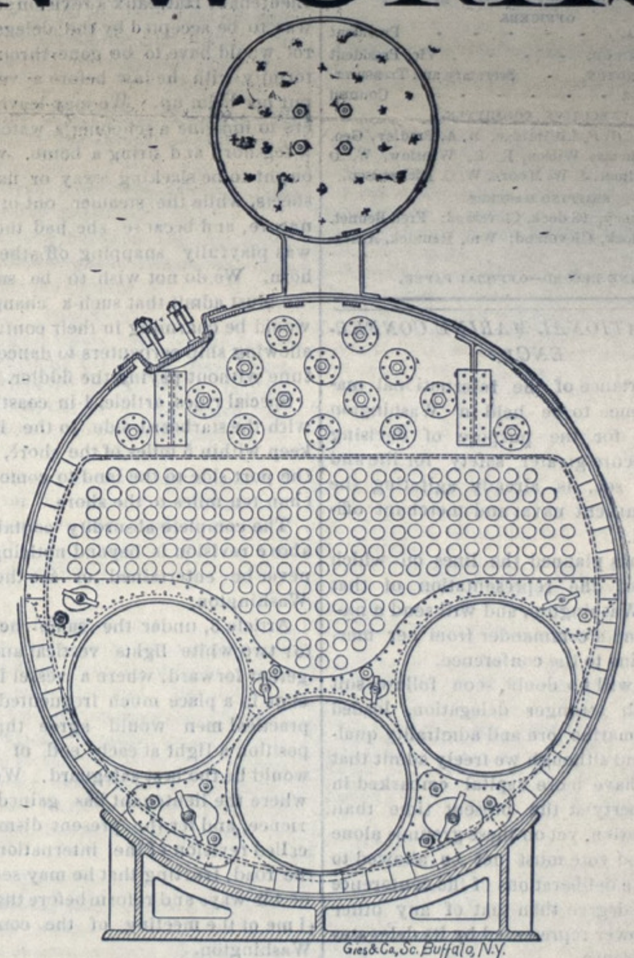

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Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PUB

BRANCH OFFICE:
252 South Water Street, Chicago, Illinois,
THOMAS WILLIAMS, Associate Editor.

TERMS OF SUBSCRIPTION:
One year, postage paid.....$2.00
Six months, postage paid..... 1.00
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THE MARINE RECORD can be found for sale by the following news dealers:

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MARINE RECORD—OFFICIAL PAPER.

INTERNATIONAL MARINE CONFERENCE.

The importance of the international marine conference to be held in Washington next April, for the purpose of devising means to secure greater safety for life and property at sea, is already agitating the minds of eminent naval and merchant officers aboard.

Norway has planned the lines on which will be based the representation of that country to Washington, and will send a naval officer and a commander from her mercantile marine to the conference.

England will no doubt, soon follows suit with a much stronger delegation, loaded down with marine lore and admirality qualifications, and although we freely admit that the British have more capital embarked in marine property at the present time than any other nation, yet on these grounds alone her voice and vote must not be allowed to influence the deliberations of the conference in a greater degree than that of any other maritime power represented by its delegates at the conference.

The French are already out with a system of lights and fog signals, prepared by Lieutenant Hautreux of the navy, and publisned by the Geographical Society of Bordeaux. The changes therein specified are to be submitted to the members of the conference when the assembly is called together in Washington, although these changes as we understand them, are not distinctly national or endorsed by the entire maritime community, yet emanating from so practical a source, they will carry a due weight when brought before the delegates.

There is no question in our minds but that the conference will be deluged with just such pamphlets, recommendations and changes as Lieutenant Hautreux is now advocating, and we can only rely on the sound practical seamanship of the delegates to throw overboard all useless and complicated changes, involving great expense and trouble to the vessel owners, with not a moiety of usefulness as a means of lessening the danger of collision at sea.

We do not purpose to enter into a lengthy analysis of the changes advocated, nor do we consider it necessary, at this early date, to give more than a brief attention to the subject. The fact is generally known that the most frequent complaint about the present rules of the road are, that the wording of the rules are not as clear and positive as they ought to be, so to elucidate under the head of general laws, article 1, the French navy as represented by Lieutenant Hatreux would have all vessels whether sail or steam, carry between sun set and sun rise a white light at the foremast head, and in the next line this clause is flatly contradicted by saying that the sailing vessels light, must be carried at the topgallant crosstress, a location not to be found in any of our largest schooners on the lakes, coast or ocean. Again, according to article 1, rules of the road, every vessel upon seeing another must at once take her bearing. Is it possible that the French lieutenant is not aware of the fact that this is the ordinary practice of seamen, and consequently does not require special legislation? Article 2 according to these revised rules, would read when a vessel sees another bearing less than two points on her bow, and there is danger of collision, she ports her helm until the danger no longer exists. We certainly believe that the danger would not exist any longer after the collision had occured, and the adoption of such wording as the above, would very frequently bring it about in short order, for vessels bearing 22 degrees on either bow if close aboard and sailing or steaming in opposite directions would have room enough to clear each other; under the same circumstances and passing on the starboard side the order to port as it is universally understood and practised, would certainly involve a risk of collision, and the helms of both should only be ported when in the position described by the present rules of the road. Besides this the exactness of the bearing could not be determined to a couple of degrees in a sea way, and frequently not at other times either the result would be that the officer would have his head in the compass endeavoring to get a correct bearing when he probably ought to be tacking ship or performing other duties. Articles 3 and 4 would be made to state that if a steamer is on the starboard side of a sailing vessel and there is any danger of collision, the sailing vessel must give way and allow the steamship to proceed, yet before doing so the vessel which must manoeuver indicates the commencement of the manoeuver by sounding a fog signal and firing a bomb. So if Lieutenant Hatreaux's revision of the rule was to be accepted by the delegation, this rot would have to be gone through in conformity with the law before a vessel could put her helm up. We may leave our readers to imagine a schooner's watch blowing a fog-horn and firing a bomb, when they ought to be slacking away or flattening aft sheets, while the steamer out of pure good nature, and because she had the right way was playfully snapping off the end of her horn. We do not wish to be satirical, but we must admit that such a change of rules would be charming in their confusion, even allowing ship carpenters to dance to a lively tune without paying the fiddler.

Special rules, article, 1 in coasting vessels with the starboard side to the land, must keep within 5 miles of the shore, those with the port side to the land to come no nearer than ten miles to the shore.

The complete absurdity contained in the above revision is beyond noticing, and will never be entertained or see the light in Washington.

Article 3, under the same heading calls for two white lights vertical and close together forward, where a vessel is to an anchor in a place much frequented, when all practical men would agree that in such a position a light at each end of the vessel would be the best safeguard. We fail to see where the lieutenant has gained his experience, and for the present dismiss his so-called revision of the international rules of the road, trusting that he may see the error of his ways and reform before the appointed time of the meeting of the conference at Washington.

SIBERIAN COMMERCE.

Siberia has generally been regarded as a cold, sterile land of banishment, fitted only as a convict settlement for the Russian empire, and more worthless even than the Alaska territory was thought to be; however events now transpiring show the fallacy of such reasoning; the intrepidity of Admiral Lutke, 40 years ago has now an important bearing on the world of commerce. We learn that a sea going steamship, drawing eleven feet of water, has landed her cargo of merchandise in the heart of Siberia, and this has been accomplished without transhipment, during the passage from Newcastle on Tyne, east about along the north coast of Europe (under the beneficial influence of the Gulf Stream) along to the south of Nova Zembla, and thence into the Kara Sea to the mouth of the river Yenisei. For a very long way from the mouth of the river navigation was practically unknown, and the vessel had to be piloted by an old blind chief of the Samoyede tribe, whose accurate description from memory enables the ship to ascend to the town of Yeniseis in safety. This important venture will certainly lead to incalculable commercial results in the near future, while the whole credit of the expedition may be ascribed to the indomitable grit and perseverance of an English mariner named Wiggins.

While we are always ready to give honor where honor is due, we would much rather chronicle the ultimate success of an American enterprise, than that of any foreign power, more especially when the opening up of new countries, and markets for our ever increasing manufacturing industries would eventuate and we cannot but think that if our merchant marine had been bolstered up with a liberal code of laws, subfidized, and encouraged by the administration at Washington, our merchant fleet would have opened out just such field as the above to the advancement of American commerce and prestige, although the national importance of a mercantile marine is meeting with more favor and attention at present than it has for a number of years past. There are large strides yet to be taken by the legislative before our shipping can be placed on a level with that of the other great Powers. And in connection with this subject our possessions on the shores of the North Pacific become a valuable adjunct, positively crying aloud to the nation for the means of holding her own on the Pacific slope, the valuable trade which had until recently been carried on under the American flag is now being worked into and in point of fact seized by the heavily subsidized steam lines of Great Britain and Canada. Such, we are sorry to say, is the case at the present time and if heroic measures are not soon taken, the Puget Sound and Oregon lumber, fish and coal trade will be practically in the hands of our ancient enemy. The fact can not be too clearly understood by our legislative powers that this section of our territory commands the trade of the Northern Asiatic ports, which are open and convenient with promises of rich virgin markets for our surplus productions and a corresponding increase in the import trade, of the necessaries which this country does not at present produce. So with an open and liberal hand towards our merchant marine must the tide of commerce be adjusted that the United States may hold all that her position, and the ever increasing requirements of her citizens demand. Having territory sufficient, commercial aggrandizement must be the point to aim at in the battle of supremacy with other maratime nations. We firmly believe that the main elements of our future prosperity will come to us from the west, and that we will not alone supply our neighbors across the Atlantic with American productions, but will carry a large Asiatic trade on the bosom of the great lakes in transit to our eastern seaboard, there to be disseminated amongst the various nations requiring them, and at a less cost than they have been charged in the past. Nor is it necessary for a person to locate on our western coast line for a number of years to appreciate these probabilities. A cursory glance at the map being sufficient to warrant an intelligent person in realizing the immense advantages to be derived from our proximity to Asia, we look eagerly forward to the time when the American flag will carry the influence, and wave over the property of our citizens in the trans-Pacific trade in a far greater degree than the British flag is at present carried on the North Atlantic. Not till then will the great lakes be performing and fulfilling the valuable services to mankind, which they are destined to carry on to the benefit and glory of the United States. We feel confident that this result will ultimately be brought about, although commerce may be delayed for awhile and temporarily diverted by the surpassing enterprise of an alien flag, yet if in the would grant wisdom of the council, the U. S. liberal tonnage dues and mileage to be applied to the imports and exports carried to or from Washington territory, Oregon, and Alaska adventurous spirits, in sufficient numbers would be found to hasten and court the tide of commerce into American channels, and the British would eventually be driven off by our aggressive and superior skill following on the lines of their own policy with that distinctive national pride inherent in the composition of all patriotic Americans.

THERE is an advantage in converting sixty-fourth shares into limited liability with respect to ordinary and common law debts as distinguished from statutory liabilities. The shareholders are only responsible to the extent of their shares, except for the cost of courts. A majority of co-owners cannot secure a title as a limited liability company without the transfer to them by bill of sale of every sixty-fourth share. The majorty could form a company to own shares, but not the whole ship. The manager could not compel any co-owner to give up his sixty-fourth share or shares and accept shares in a limited company.

By the American law, if a ship is sunk and she is the wrong-doing vessel, her owners are not liable ("Parsons on shipping," 1869, pages 120 to 140). If, therefore, a ship's boat was not lost the owners of the craft would be liable to the extent of her value. We are not aware of this question of a ship's boat ever having been raised before.

COLLISION INSURANCE RISKS.

Collisions and loss of property seem to be disturbing the equanimity of underwriters here, there, and everywhere. On the 3rd instant a meeting of the Association of Underwriters was held at San Francisco, on the other side of the continent, and Mr. H. S. Smith, of the Sun Insurance Company, read a paper on "Notes and Statistics of Collisions." The essay is too long for reproduction in our columns, but the salient points will be sufficient for the information of our readers, who will be content with the kernel without the shell. Mr. Smith quoted largely from the tables published by the Bureau Veritas, the particulars of casualties to vessels from January, 1884 to the end of June, 1888, under the several heads of strandings, collisions, fire, founderings, abandonments, leakage, stress of weather, and disasters to machinery. To make the collision question intelligible we give the figures from the returns:—

	1884.	1885.	1886.	1887.	1888. 6 m'ths
Steamship collisions..	470	588	618	678	399
Sailing vessel c'l'ions..	549	705	699	866	501

Mr. Smith looks upon these collision cases as something alarming for underwriters to contemplate. "Any one making a casual voyage to and from our own or another port would almost be inclined," says Mr. Smith, "to form an idea that the probability of the occurrence of collision was decidedly remote, and yet as underwriters we have the facts brought home to us almost daily through our loss registers that such an idea is erroneous, apart from the realistic influence of the fearful calamities which come under our individual notice, such as the Chester and the late Gaiser disasters. It certainly would seem that the ocean is wide enough for all, but nevertheless vessels do appear from some irresistible impulse to rush into each other's embrace as it would seem by mere cussedness." Mr. Smith mentioned that in 1878 the total number o vessels afloat in all parts of the world above fifty tons was 54,921, of which 5,897 were propelled by steam; that in 1888 the total number of vessels was reduced to 49,999. and of these 8,718 were steam vessels. Between 1878 and 1888 there was an increase of 2,821 steam vessels, not including small coasters and river boats. The steamer collisions for the first six months of 1888, as compared with former years, exhibit an increase on the average of years which, in the eyes of underwriters, is very serious. Mr. Smith complains of the uncertainty of the law. No sooner does one eminent jurist settle a case (says the lecturer) than another equally eminent man renders a decision to a large extent setting aside or qualifying the former. There are many different clauses adopted by the many different insurance companies, societies, and clubs, and Mr. Smith thinks there is one uniform stipulation to the effect that they are not liable for loss of life or limb; that is to say, if the Anglo-Saxon tongue can grapple with the meaning conveyed when dealing with an insurance clause, it signifies exemption from liability for loss of life or limb. But we now await with some degree of trepidation (he says) the annunciation of a decision by some legal luminary which will illustrate the inadequacy of mere language when applied to such cases; and if liabilities of this nature are recognized and met by the assured in cases of tort, many underwriters of undoubted ability are of opinion that the reimbursement would be difficult to resist. This uncertainty in the law of insurance or in the interpretation of contracts of idemnity is a source of disquietude to underwriters. It creates an uncertainty, and prevents the equitable adjustment of premiums to risks incurred. He believes there must be something radically wrong in the collision rules if neglect cannot be charged with such a yearly addition to casualties of this description. A bill was passed by Congress this year to provide for an International Maritime Congress, to assemble at Washington on April 17th, 1889, to consider what measures are necessary for the better security of life and property at sea, and Mr. Smith, in the lack of any other opening for relief, looks forward hopefully to the wisdom of that assembly for the promulgation of befitting rules for the prevention of collisions. Mr. Smith looks at the broad fact that in the decade he refers to the total number of vessels, sail and steam, had diminished by 4,922. Any person who has to get up statistics of shipping find difficulties in his way if he desires to be accurate in his deductions. When mention is made of all the ships of the world above fifty tons, with the object of estimating the annual percentage of collisions, it is assumed that repeated entries of steam and sailing vessels enter into the calculation. Some years ago there was a controversy, conducted through the medium of the press, on the ratio of accidents to vessels in motion. A member of Parliament stated that collisions had occurred out of proportion to ships registered, but the answer to that assertion was to the effect that if you add two ships to two ships that make four; but the nude remark was said to be deceiving, inasmuch as the risks were not as two to four, but in a geometrical progression. The danger of four ships meeting was equal to sixteen, considered in relation to danger. The repeated entries must be taken into the computation in order to arrive at risks. For instance, in 1878 the tonnage of steam and sailing vessels, British and foreign, with cargoes and in ballast, entered and cleared at ports in the United Kingdom in the foreign trade was 51,595,077 tons; and in 1886, a year of depression, 62,841,077 tons. Out of that total the steam tonnage in 1886 represented 30,556,714 tons, and in 1878, 49,403,693 tons. As the average tonnage of ships in 1886 was in excess of that of 1878, an allowance would have to be made; but when the coasting vessels, fishing vessels, and yachts are added to the entries in the foreign trade, we may fairly make an approximate estimate that in the ten years interval from 1878 to 1888, about fifty per cent. was added to the sailings of vessels in all parts of the world. Presuming this estimate to be something near the mark, we should see an increase of considerably more than that percentage of collisions; but such is not the fact. In proportion to arrivals and departures, the percentages of collisions have decreased. That collisions are more numerous than they should be, we freely admit; but how to remedy the underwriters' grievance in this respect is another affair. It is not possible to make seamen sensible of their obligations to keep a good look-out and observe the rule of the road. Familiarity with danger breeds contempt. In Scotland they put the criminal law in motion if local regulations are disobeyed; and recently at Odessa a court pronounced judgment against Captain Samuel Tiddy, master of the Maulkins Tower, *in contumaciam*, and sentenced him to three months' imprisonment, to do the penance prescribed under the Russian ecclesiastical law, to pay costs to the amount of 150,000 roubles to the Russian government, and 11,000 roubles to the families of the sailors who lost their lives in the collision through the sinking of the steamship Elboroos, and the drowning of ten of her crew. This is a severe punishment, but it is not likely to lessen collisions in Russian waters arising from negligence.—*Liverpool Journal of Commerce.*

TAFFRAIL LOG.

The wrecked schooner Riverside has been hauled ashore at Green Bay for repairs.

No more ore will be shipped from Ashland his season. The total shipments for the season amounts to 175,000 tons.

The new shoe and stern post about to be put in the Susquehanna at Milwaukee is a single mass and weighs three tons.

The propeller Monteagle was detained several hours on her down trip by getting aground on Grosse Point. The Sappho pulled her off

The Lehigh propeller Tacoma was aground in Chicago avenue bridge Chicago, 16 hours, late last week. The water then suddenly rose several inches and floated her.

There will be no Lloyds supplement this month. The new vessels were few and it was thought best not to publish a list till the regular spring issue.

The propeller F. W. Wheeler performed the feat on her last trip down of towing the schooner Ashland from Chicago to Buffalo in 91 hours.

The Goderich Transportation Company have discontinued the steamer on the Grand Haven and Muskegon route, and the season on this route has closed.

An electric light has been placed on the breakwater around the water works crib by Chicago city. The light will prove a great convenience to navigation headed for Chicago in thick weather.

The Baxter Wrecking Company, of New York, has in its employ an expert safe opener, in the person of one of its submarine divers. He picked the safe lock of the steamship Atlas on Saturday last, 50 feet under water, in the short space of 20 minutes, and secured the valuables.

The diver who patched the bow of the sunken schooner H. W. Sage, had a very lively experience. As she lay directly in the channel at St. Clair flats canal every passing vessel would create a current that would drive him sometimes fifteen feet from his work, often against the vessel's side.

Union men's wages out of Detroit are: To Buffalo, $40; to Oswego, $30; to Ogdensburg, $40. The rate to Buffalo is regarded as too high compared with the others, and a meeting of the seamen's union will be held, at which it will reduced to $15. The rate for voyages other than those named is $3 per day.

"Old Hutch" has abandoned his cargo of corn in the sunken schooner Pensaukee to the underwriters. People are puzzling to know what that means. If the cargo can be delivered to destination in any shape an abandonment will not hold and if not there is no need of an abandonment.

A telephonic trumpet, invented by M Siedre, which was tried by the French squadron of Admiral Hugon, answered admirably, the sound being heard 2½ English miles. There have been several attempts to convey sound under water, and messages have, it is said, been heard a short distance. It is possible that a machine may be constructed to go below the surface of the sea to catch sound emitted, or to improve upon words signaled and their concentration.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1888.

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MARINE RECORD—OFFICIAL PAPER.

LAKE CARRIERS' ASSOCIATION.

Special correspondent to the Marine Record.

A meeting of the board of managers of the Lake Carriers' Association was held in the committee room of the Merchants Exchange, Buffalo, at 2.30 p. m. November 1st 1888.

Several communicatons from members of the association at Chicago, addressed to Mr. S. D. Caldwell, president, were read by him, upon the subject of the lowering of the Washington street tunnel in Chicago river. The managers were unanimously of the opinion that the tunnel has become a source of great danger to every loaded vessel navigating that river, and believed that the time had arrived for the association to take proper action in having it lowered. After fully discussing the subject, the following resolutions were passed:

WHEREAS, The tunnel under the Chicago river, known as the Washington street tunnel, has for several years past been a serious obstruction to the navigation of that river, causing in many instances heavy damages and expensive delays to loaded vessels attempting to pass over it; and

WHEREAS, As expensive repairs to that tunnel are now in contemplation by the owners of it, the present is an opportune time to depress the roof of the tunnel;

RESOLVED, That the board of managers of this association request and respectfully urge the mayor and common council of the city of Chicago to take such action as will ensure the lowering of the roof of the tunnel to a sufficient depth to permit of the safe passage over it o the largest lake vessels, fully loaded, when engaged in their necessary business in the Chicago river;

RESOLVED, That certified copies of these resolutions be forwarded to the mayor and to each member of the common council of the city of Chicago, and to other parties interested.

The present unsatisfactory libel laws, and some other important subjects which had previously occupied the attention of the board, were again brought up for discussion, but these were not in a sufficiently advanced stage for definite action.

LAKE FREIGHTS.

A very fair demand continues for lake tonnage. Carrying rates for both coal and ore loads remain unchanged. The steamer Cumberland, coal, Ashtabula to Superior City, 60c; steamers Minneapolis and Iron Chief, and schooner San Diego, all ore, Marquette to Lake Erie ports, not east of Erie, $1.50; steamer Philip Minch, ore, Escanaba to Lake Erie ports, not east of Erie, $1.25; steamer W. A. Avery and consort, H. A. Hawgood, coal, Lorain to Duluth, 60c; steamer Kittie M. Forbrs and consort, coal, Toledo to Duluth, 60c; all the last named vessels ore, Ashland to Ohio ports, $1.70; schooner Verona, coal, Ashland to Milwaukee, 75c; schooner B. F. Bruce, coal Cleveland, to Marquette, 60c; steambarge William Cowie, coal to East Saginaw, 50c.

BUFFALO, November 7.—Coal freights are dull and steady. Charters: W. H. Gratwick, Neosho, Chicago, $1; Havana, Morley, Milwaukee, 90c; Helena, Gladstone, 60c; Robert Rhodes, Duluth, 50c; Spokane, Tower, Duluth, on contract.

Canal freights are dull; wheat 4½c, corn 3¾c to New York.

CHICAGO, November 7.—The grain freight market has suffered a serious set-back. The market, closing firm and strong on Monday at 2½c per bushel on corn to Buffalo, opened today with a horizontal cut of ½c. There is no money in carrying corn to the head of Lake Erie at this figure, with heavy insurance and increased seamen's wages to pay, and there is small doubt but that within a fortnight the grain-carrying season of '88 will be practically closed.

The following engagements were reported to Buffalo: Commodore, wheat; Russia, wheat; American Union, corn; J. D. Foley, corn; Lansing, corn; Oceanica, corn; to Erie, G. T. Hope, corn; to Owen Sound, Granger, oats.

ESCANABA.

Captain John O'Donnell, who died in the Escanaba hospital Monday, commanded the schooner Thomas L. Parker during the early part of this season. Several weeks ago Captain William Anderson engaged his services for the position of mate on the new steamer George H. Dyer, then about to be launched from Wolf & Davidson's yard, Milwaukee. Captain O'Donnel was about forty-eight years old, and had an extensive acquaintance along the lakes.

LAUNCH OF THE MICHIGAN CENTRAL FERRY BOAT TRANSFER.

The launch of the Michigan Central ferry steamer Transfer took place from the yard of the Cleveland Ship Building Co., on Wednesday at noon and although the exact time of the launch was not generally known there was quite a large number of people present, the Michigan Central were ably represented in the presence of Mr. Westaway their supervising inspector, and commodore Ennis who was accompanied by his two daughters. The launch of this steamer was one of the most successful that we have ever witnessed, and when the numerous details consequent upon an undertaking of this sort is taken into account, the fact may be admitted on all sides that nothing less than a through practical knowledge, and keen circumspection are absolutely necessary in order to carry out the many requirements involved in the virgin plunge of such a large speciman of marine architecture as the Transfer. We noticed with much pleasure the exact start this double ender made when the order was given to cut, and gaining momentum as she descended the ways slid gracefully into the river, her displacement of water causing quite a wave to wash over to the opposite bank, rebounding so as to form a cushion, as it were on the sides of the ship. When the ripple had subsided remarks complimentary to her builders was heard from several sources, and as the vessel steadied, her draft was found to be 5 feet 4 inches, verifying the calculations, and to the entire satisfaction of her builders. The Transfer will be used on the Detroit river as an ice breaker and also for the purpose which her name implies. She has been specially built, and fitted with powerful machinery, so as to allow her to force a passage under any circumstances, and to steam at the rate of seven miles per hour through ice a foot thick. With this specialty in view, the most talented engineering skill was brought to bear on the mechanism necessary to carry the vessel along on her successful career, and she will be fitted out with four, return flue steel boilers 11 feet 6 inches, by 16 feet long, being considerably longer than boilers in general use on the lakes. These boilers have two domes 20 feet long, 48 inches in diameter, and will furnish steam for six cylinders, two 28x48 inches on each side for side wheel engines, and two cylinders 28x36 inches for the 9 feet 6 inches screw propeller wheel, each having separate condensers. The cylinders are double low pressure with horizontal engines. Two immense cut steel spur cogwheels 16 feet in diameter, and two steel spur pinions 5 feet 6 inches in diameter also with cut teeth, will be connected for driving the side wheels, these large pieces of machinery being fine specimens of accuracy and skill in mechanism. Her length over all is 280 feet, that of the beam over all 75 feet, that of the hull beam 45 feet 6 inches, and the depth of the hold 17 feet 3 inches. Her auxiliary pumping engines for the side wheels are the largest pumping engines ever constructed for any vessel on the chain of lakes, being 16 inches bore by 36 inches stroke. She has two air pumps 20x24 inches worked by the horizontal beam, two force pumps, and two bilge pumps, each 5 inches bore and 13 inches stroke, single action, two capstans from the American Ship Windlass Company, of Providence, R. I. We have previously mentioned that she will have three car tracks laid, each track having a capacity for seven cars, or a total of twenty-one cars. The entire cost of this splendid vessel will foot up to about $325,000 when completed. She will steam up to Detroit to make a record for herself, as no amount of ice could withstand for any length of time, the action of her ponderous propeller wheel constructed specially for this boat by her builders, and facetiously termed an ice churner by an old mariner who was present at the launch. A few more vessels of this description and open water may be had on the chain of lakes wherever required, nd while wreathed in the cloud of a good Transfer launch cigar we wish her designers and builders the Cleveland Ship Building Company all the eminence and prosperity that so extensive a plant richly deserved.

INFORMATION FOR MARINERS.

The following notice has been issued for the benefit of mariners by Stephen C. Rowan, Vice Admiral of United States Navy of the Light-house Board:—

Notice is hereby given that the city of Chicago has informed the board that on and after the 10th day of November, 1888, there will be displayed from the Chicago Inshore waterworks crib, about 700 feet from the shore, and 3,000 feet S. W. by W. ½ W. from the inshore end of the outer breakwater, Chicago harbor, a fixed white light, composed of twenty-four incandescent lamps of thirty candle power each, arranged in a horizontal circle, and reinforced by reflectors above and below.

The height of the lights above the level of the lake is sixty-five feet.

They are supported on an open frame work of iron, painted brown, rising fron a stone crib, and are protected by a white lantern.

There will also be a bell struck by machinery eight times a minute during thick and foggy weather.

STEPHEN C. ROWAN,
Vice Admiral United States Navy.

[*Around the Lakes Continued from 1st Page.*]

MILWAUKEE, WIS.

Special to the Marine Record.

The schooner David Stewart was in dock for caulking and repairs to her rudder.

The propeller Duluth came down from Lake Superior with a loose wheel. Upon docking her it was found that the hub of the wheel and also her stern-bearing were worn away some four or five inches and were completely ruined. She received a new stern-bearing, cap and shoe at Sheriff's, and a Farrar & Treft's sectional wheel, which the company had as a spare wheel.

The propeller Favorite will have one of her engines removed and the remaining one placed in the center, thus doing away with one wheel. It is expected that she will make better time by the change.

The propeller F. C. Hart has proved herself such a fast boat that Messrs. Hart Brothers will put a full length cabin on her this winter and run her in the passenger and freight business. This boat averages twelve and one half miles loaded, and fourteen miles light.

Messrs. R. P. Fitzgerald & Co. have sold still another of their boats. This time it is the large tow barge Northwest. She was built at Bangor in 1873, registers 966 tons, rates a 1½, with an insurance valuation of $35,000. Purchase price unknown. Before her rebuild in 1883 she was known as the schooner A. B. Moore.

I have to record this week one of the saddest accidents that has happened at this port About 2:30 a. m. Tuesday the tug Merrill, of the Milwaukee Tug Company's line, and tug A. W. Lawrence, the outside tug belonging to Bannen and McCoy, were off North Point waiting for tows when the boiler of the Lawrence exploded, killing four of her crew and completely demolishing the tug. Captain Driscoll of the Merrill says: "I was in the pilot house and the tug was heading about north with the Lawrence about 500 feet behind, when suddenly I heard a report about like a gun shot, and I thought the water glass had broken. Some of the crew cried out that the Lawrence was gone. I immediately put about, but could find nothing but small pieces of timber. We then heard a cry for help and proceeded in the direction; on the way we picked up McGowan the cook, and Tom Dooly [who was taking a ride] was found clinging to a piece of wreck. We could find no trace of the others." The tug A. W. Lawrence was built at Sturgeon Bay eight years ago by John Gregory and was fitted out with the machinery of the old tug Ben Drake. Messrs. McCoy and Bannen purchased her last spring at the assignees' sale for $4,500, and it was their intention to put in a new engine and boiler this winter. The lost are Captain John Sullivan, engineer J. Sullivan fireman Edward Sullivan, and lineman Thomas Handley, all of Milwaukee. McGowan and Dooly were aft at the time and thus escaped annihilation.

Captain Johnson of steambarge Joys reports that his new Sheriffs wheel enables her to reduce her time bet ween Manistee and Chicago by one hour on ten turns less per minute.

The tugs and gravel scows succeeded in saving about 75,000 feet of lumber jettisoned fro the steamer H. S. Pickands at Fox Point on Saturday. Farmers living in the vicinity also picked up considerable with skiffs and carried it to their homes on wagons.

Captain O. M. Nelson has sold the schooner O. M. Nelson to the Milwaukee Fuel company for $4,500 cash.

Milwaukee received 139,415 tons of coa by lake in October and 848,173 tons so far this season.

SAND BEACH.

Special to the Marine Record.

The following craft have sought refuge in the harbor since October 28:

28 J. S. Ruby, Michigan and four, schooners C. Hart and Grace Watkins.

31, Steamer Meteor, Sweepstakes, R. Martini, Allegheny and two, and schooner Alvina.

November 1. Schooners J. H. Magruder, Alvina, Aunt Ruth, George Irving.

2, Schooners Julia Larsen, H. C. Winslow, Racine, Lady Essex, steamer John Owen, Gladiator, Westford and two, St. Louis and three, Rhoda Stewart and three, Manistique and four, City of Concord and one, Sovereign.

3, Steamers W. P. Fessenden, E. K. Roberts, R. C. Brittan, J. H. Farwell and one, N. Mills and two, Missouri and three, Warrington.

4, Empire and three, Porter Chamberlain and three, Chamberlain's rudder was unshipped, but they repaired damages here and went on down, he Rhoda Stewart low pressure engine is disabled and the probabilities are that nothing but a trip to a well equipped shop will help matters. She has made two attempts to cross the bay but had to be helped back into the harbor each time.

A grand total of 408 craft have sheltered here during the month of October 1888, as against 400 in October 1887, which goes to show that as mariners learn the advantages of this harbor as a port of safety, they avail themselves of its protection more each year.

4, The Porter Chamberlain came into the harbor with the pintle of her rudder carried away, repairs were made at the machine shop, and a diver engaged, and rudder shipped tow got away in good shape.

BAY CITY, MICH.

Captain Davidson's monster propeller Majestic, 318 feet over all and 41 feet beam, is to be launched next Saturday. M. Riter of the Eagle Boiler Works, Buffalo builds the boilers.

PORT COLBORNE.

The canal remained open last Sunday and will be kept open Sundays for the remainder of the season.

The propeller St. Paul with a clear canal made the run through on Monday in ten hours and thirty minutes.

The steambarge Leuty arrived with a loose wheel. She had to go to Buffalo to have it fastened. T.

BUFFALO.

The schooner Montmorenci ran into the Otego last night while making an entrance into the harbor and smashed the afterpart of the Otego's cabin and carried away the schooner's jibboom.

It will be remembered that the schooner Scotia, two months or so ago, went into drydock here and was not repaired till the rate of coal freights went down. She was chartered, but the shipper did not wait for her and she had to accept the lower rate. The owner now puts in a claim for $221 damages.

The schooner Schuylkill made the round trip to Chicago under sail in 19 days.

Coal for Lake Superior has entirely given out though there are orders booked. Quite an amount will probably be shipped this month, but it will mainly go to Chicago and Milwaukee.

Coal shipments for October reach the astonishing figures of 407,655 tons, of which 14,440 tons are not on the custom-house books having from Tonawanda or lower-lake ports. Nothing ing been loaded in boats that cleared through ike this has ever been approached in October before and it is above the average for the season, which in round figures amount to 2,225,000 tons, an immense increase, showing a gain of 586,770 tons over last season.

The new tug S. W. Gee is owned by Captain Thomas Maytham and will sail in his line. She is one of the solid, powerful boats that the yard knows how to turn out and will make with the Babcock a fine addition to the harbor fleet. She is named for the popular local superintendent of the Anchor-line propellers, and will be sailed by Captain Charles Matham.

The new W. L. Babcock will sail in Hand & Johnson's line and is a duplicate of the Grace Danforth, which was turned out by the same yard this fall. She is named after the efficient superintendent of the yard and is in every way a fine boat. Captain Thomas Mallon, who has not sailed regularly since the sale of the Griffin, in which he was interested, will command the new boat, of which he is also part owner.

DETROIT.

Dunbar & Sullivan's drill, Far-Down has commenced work on the lime kilns improvements and is working day and night. The firm's dredges, Faugh-a-Ballagh and Wild-Irishman, are working at the Flats canal. It said is that Dunbar will build two new dredges next winter for work on the Hay Lake contract.

The Susan E. Peck was released from Bar point Sunday morning.

The yacht race between the City of the Straits and the Enright of Toledo has been declared off for the present.

TORONTO.

The following schooners have laid up for the season: Vienna, Annie Minnes and Great Western, in Port Hope; Fred L. Wells, in Fairhaven; the S. & J. Collier, in Darlington, and the Dundee, Brothers and British Queen, in Toronto.

On last Wednesday night as the schooner Vienna was entering the harbor of Port Hope from Oswego, she struck the pier, breaking in seven or eight planks and starting some of her frames. This necessitated her laying up there to be repaired.

SAULT STE MARIE.

When off Au Sable bank this morning the barge S. C. Baldwin, bound up loaded with lumber, was seriously damaged. Her cylinder head blew out, instantly scalding to death Jerry Ranney, first engineer, breaking the second engineer's leg and seriously scalding three others. She let go her tow of three barges at Au Sable, for which the tug Andrew J. Smith leaves in the morning. The Baldwin is laying here for repairs.

TOLEDO, O.

Davis Brothers' tug Lizzie caught fire during the night and her wheelhouse was completely destroyed. The damage is $200. She has only been in the water a month.

The schooner R. Hallaran and John Schuette are reported as preparing to go into winter quarters at Toledo.

ESCANABA.

Wolf and Davidson's new steamer George H. Dyer took out of this port as a first load 1,464 gross tons, equivalent to 1,639 net tons on a draught of fourteen feet nine inches forward, and fifteen feet nine inches aft.

CHEBOYGAN.

The Saugatuck reports the tug Mocking Bird as having sprung aleak while towing a raft down Lake Huron. The raft was abandoned and the tug ran ashore in the vicinity of Presque Isle. She is owned by Reid, of St. Ignace, and valued at $17,000.

The schooner Rainbow collided with one of the Ira H. Owen's consorts during heavy weather near Waugoshance and lost her headgear but was otherwise uninjured. She ran back here to make repairs.

MANITOWOC.

The schooner Oscar Newhouse was bought for $1,700 by vessel men of this port.

LAKE SUPERIOR MINES.

The Marquette Mining Journal says:—Twelve of the larger Lake Superior mines had at this date last season shipped by lake 2,228,363 tons of ore, considerably more than one half the lake shipments of all the mines combined. To give our readers an idea of what those same mines are doing this year we publish the comparative statement, the lake shipments to date being, 2,214,072 tons:

It will be noticed that the relative rank of the mines as indicated by the output has changed much, and the Norrie, with its immense total of 348,069 tons shipped by lake to date, now overshadows all the other mines on the list. One of the six Marquette mines, the Jackson, has fallen below 100,000 tons but their combined lake shipments, 1,008,366 tons, still exceed those of the entire Menominee range and are less than 135,000 tons behind those of the Gogebic range. The Lake Angeline is pushing to the front on this range and now ranks a close third, with the Lake Superior still leading and the Republic second. On the Menominee range the Florence has this year passed the 100,000 mark and deserves a place on the list with its record of 122,130 tons shipped. As the reports of shipments from Two Harbors are sent to us by the Duluth & Iron Range simply as a total, it is impossible for us to compare the shipments of the Minnesota iron company's mines with those of the mines in the above list for the Two Harbors' figures include the shipments of the Chandler, another prospective giant.

Although this bids fair to be the greatest year ever known by the Lake Superior iron mines, so far as production is concerned, yet it cannot be said that ore is being rushed forward to market because of a mistaken policy on the part of the mine owners and that next year they will have to suffer from the effects of an overproduction, for already some of the mines on this range have received proposals for their product on the cars at the mine until the opening of navigation, 1889. At least one of these proposals came from Ohio, which would seem to indicate that they are pretty well sold up down there, as, we believe, Marquette mines have never before been called on to ship ore to Cleveland by rail.

LEAD LINE.

The hand lead line is marked at 2 fathoms, leather with two ends; 3 fathoms, leather with 3 ends; 5 fathoms, white rag; 7 fathoms, red rag; 10 fathoms, leather with a hole; 13 fathoms, blue rag; 15 fathoms, white rag; 17 fathoms, red rag; and 20 fathoms, cord with two knots in it. The deep sea line has 2 knots at 20 fathoms, 3 at 30, and another knot for every ten up to 100; and then begin again. The deep sea line, having an extra knot for a corresponding decimal, can be easily remembered; but not so the hand line. Every ship should carry cards for the use of officers and crew.

The Only Shirt Factory in the City

Where all kinds of *Flannel* and *Cotton Shirts*, from the cheapest 50c to the finest Custom made fancy shirt ☞*are made to order*☜ and none but our ☞own home made☜ bearing our Trade Mark, can be found constantly in stock ready made, is the Boston Dry Goods Store of Kohn & Co., 213 Detroit street, second door from corner Pearl, Cleveland, O. All our Shirts 54 inch wide, 40 inch long and extra well sewed. We also announce, that we are the only manufacturer, who can procure the genuine U. S. Navy flannel, of which we make *double* and *single breasted Sailor Shirts* ☞non-shrinkable, fancy pleated *Cloth Shirts* made in the latest styles, Canadian *Flannel Shirts, water proof Shirts* and more especially Scarlet Medicated *Flannel Under Shirts* and *Drawers*. ☞Call also for our Custom made *Jean Pants, Overalls, Jumpers*, etc., or leave your measure for the same.

Don't forget KOHN & CO., 213 Detroit street, second door from corner Pearl, Cleveland, O.

PROPOSALS FOR ROCK EXCAVATION AND DREDGING, U. S. Engineer Office, Cleveland, O., October 30, 1888.—Sealed proposals, in duplicate, will be received at this office until 12 o'clock m., Friday, December 7, 1888, at which time they will be opened in presence of bidders, for rock excavation and dredging at Ashtabula Harbor, Ohio. All information can be obtained at this office. The United States reserves the right to reject any or all proposals. L. COOPER OVERMAN, Major of Engineers.

PROPOSALS FOR SAND, etc. U. S. Engineer Office, Buffalo, N, Y., October 1, 1888. Sealed proposals in triplicate will be received at this office until 11 a. m., eastern standard time, on December 1, 1888, for furnishing sand, pebbles, stone and cement, required in the reconstruction of the breakwater at Buffalo N. Y. All necessary information may be obtained on application to the undersigned. F. A. MAHAN, Captain of Engineers

UNITED STATES ENGINEER OFFICE, 34 WEST Congress street, Detroit, Mich., October 20, 1888. Sealed proposals for furnishing materials and labor and constructing a pier in front of Fort Brady at Saint Mary's Falls Canal, Michigan, will be received, in triplicate, at this office until 2 p. m., November 19, 1888, and then publicly opened. Preference will be given to materials and plant of domestic production or manufacture, conditions of quality and price (import duties included) being equal. The government reserves the right to reject any or all proposals. For further information apply at this office, or at the U. S. Engineer office, Sault Ste. Marie, Mich. O. M. POE, Colonel of Engineers, Bvt. Brig. Gen'l, U. S. A.

Dixon's Black Lead
[OR POT LEAD]
For Bottoms of Yachts.
Specially Prepared for the Purpose and Unequalled for Purity and Uniformity of Grain.
JOSEPH DIXON CRUCIBLE CO.,
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FOR SALE.

BARGE COL. BRACKET—She carries 260M feet of lumber, 420 tons of coal. Had $900 worth of repairs last season. Fit out good. Price $1,600. Mention this paper. ED. J. KENDALL, Port Huron.

First-class Merchant Tailoring.

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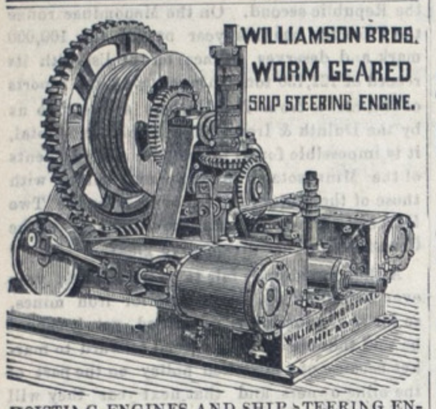

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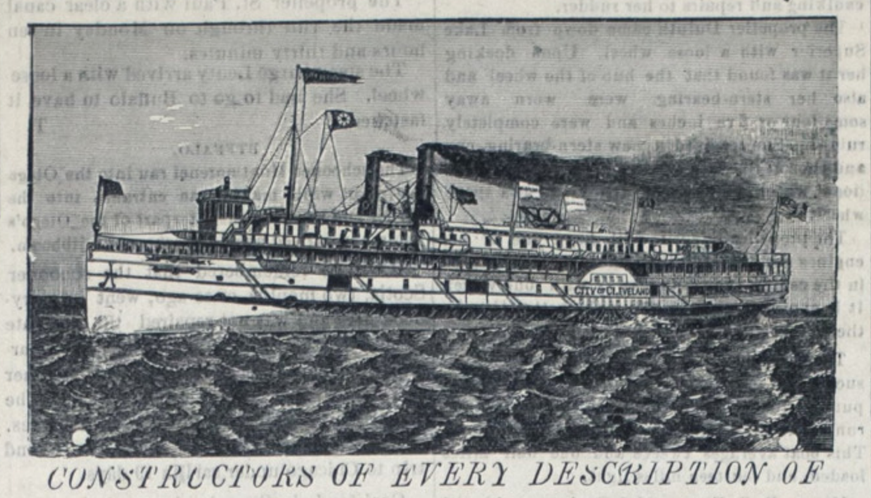

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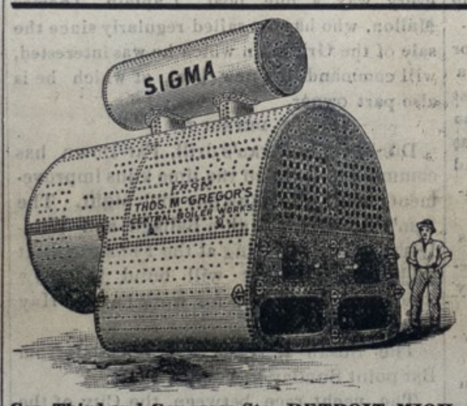

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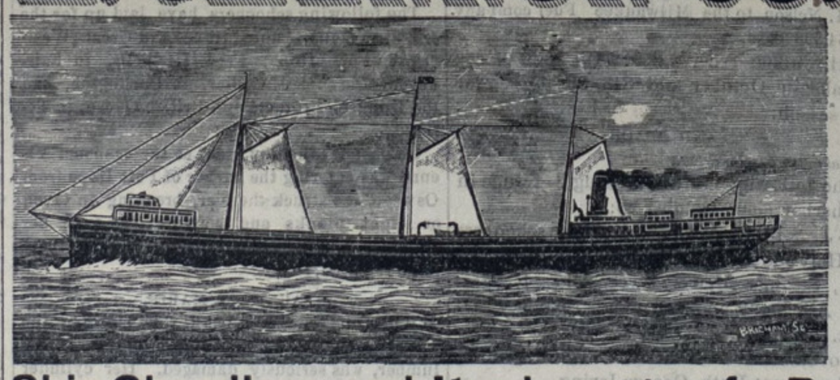

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UNITED STATES ENGINEER OFFICE, 34 WEST Congress street Detroit, Mich., October 15, 1888.—Separate sealed proposals, in triplicate, will be received at this office until two o'clock p. m., November 14, 1888, and then publicly opened: 1, For dredging west channel of Saginaw River along West Bay City, Mich.; 2, For dredging bar at Mouth of Saginaw River, Mich; 3, For constructing revetment and beam wall and dredging at Carrollton, Saginaw River, Mich. Preference will be given to materials and plant of domestic production or manufacture, conditions of quality and price (import duties included) being equal. The government reserves the right to reject any or all proposals. For further information apply at this office. O. M. POE, Colonel of Engineers, Bvt. Brig-General, U. S. A.

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THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky, O.

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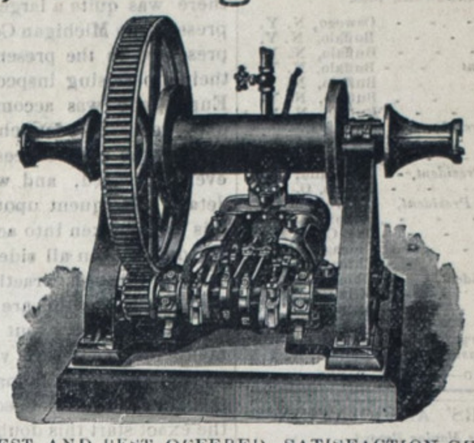

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Where all kinds of *Flannel* and *Cotton Shirts*, from the cheapest 50c to the finest Custom made fancy shirt ☞*are made to order*☜ and none but our ☞own home made☜ bearing our Trade Mark, can be found constantly in stock ready made, is the Boston Dry Goods Store of Kohn & Co., 213 Detroit street, second door from corner Pearl, Cleveland, O. All our Shirts 54 inch wide, 40 inch long and extra well sewed. We also announce, that we are the only manufacturer, who can procure the genuine U. S. Navy Flannel, of which we make *double* and *single breasted Sailor Shirts*☜ non-shrinkable, fancy pleated *Cloth Shirts* made in the latest styles, Canadian *Flannel Shirts*, *water proof Shirts* and more especially Sea Bet Medicated *Flannel Under Shirts* and *Drawers* ☞Call also for our Custom made *Jean Pants, Overalls, Jumpers*, etc., or leave your measure for the same.

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Lake Shore & Michigan Southern.

Commencing Monday July 13, 1888. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 10, Toledo Ac'm via Sandusky	†11 05 A M	
No 10, Toledo Accom via Norwark	†11 05 A M	
No. 24, Buffalo Accommodation		† 7 00 A M
No. 10, New York & Boston, "Flyer"		*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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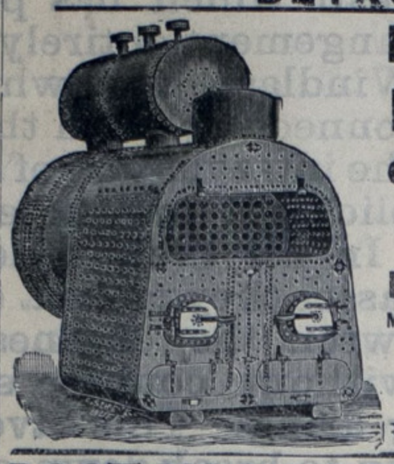

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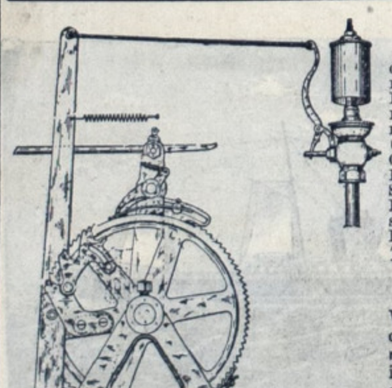

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This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN, R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND, HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. HANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GLADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT.

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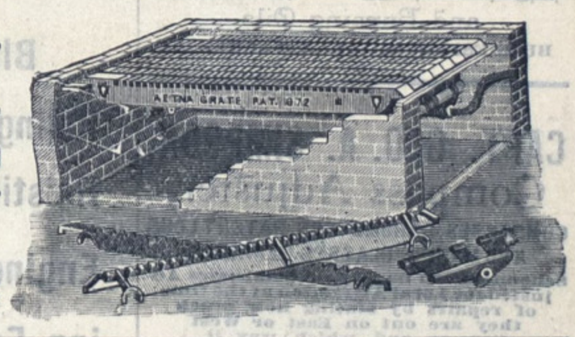

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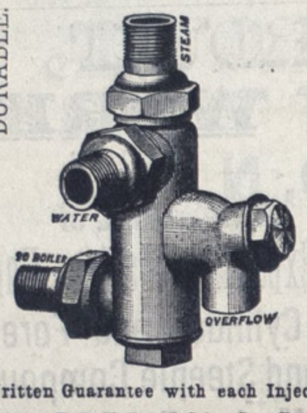

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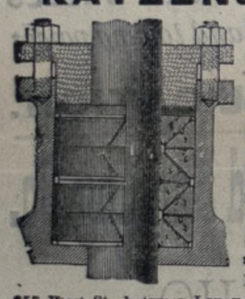

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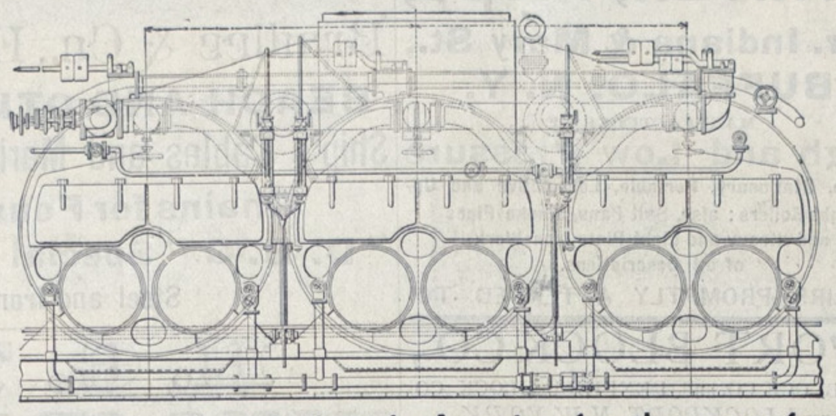

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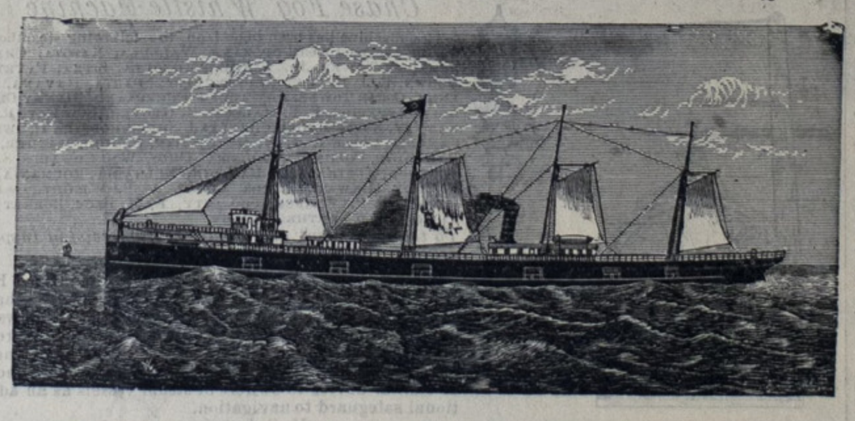

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